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COUNTRY Germany (Soviet Zone) REPORT

TOPIC Staaken Airfield

EVALUATION PLACE OBTAINED

DATE OF CONTENT 50X1-HUM

DATE OBTAINED DATE PREPARED 20 September 1951

REFERENCES

PAGES 3 ENCLOSURES (NO. &amp; TYPE)

REMARKS

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1. About 9 a.m. on 30 July 1951, there was local flying by airplanes at Staaken airfield in good weather.

At the northern, eastern, and southern edges of the installation, 20, 30, and from 40 to 50 IL-10s were parked respectively. (1)

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2. On 9 August 1951, the occupation of the field had not changed. During the morning, individual biplanes and single-engine high-wing monoplanes practiced flying. The visibility was good at that time. The IL-10s flew in formation of 9 to 11 planes. The radio installation with four masts was still located west of the field. (2) A second radio installation with four masts was observed in the southwestern corner of the landing field. Its masts seemed to be parallel to those of the first radio installation. A radio truck with a mast about 12 meters high and braced at three points, and another radio truck with a mast braced at two points were also seen.

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3. On 13 August, about 100 IL-10s were parked at the northern, eastern, and southern edges of the field.

(3) Seven twin-engine transports were observed in front of the hangar in the southeastern portion of the installation. (4) The radio installation with one mast, previously seen in the western portion of the field, had been removed.

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4. On 16 August, the field was occupied as previously observed. Sedan and tank truck left the field.

5. The following observations were made at the field from 7 to 18 August:

a. 7 August. There was flying, including formation flying, by 28 IL-10s.

b. 8 August. Truck and sedan entered the field. Trailer was seen near the gate of the installation.

c. 9 August. At 6:25 a.m., 11 IL-10s

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50X1-HUM

2

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50X1-HUM

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## Flying by II-10s

was started at 8:40 a.m.

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- d. 11 August. Formation flying by IL-10s started at 11 a.m.
- e. 11 August. The same plane, as observed on 11 August, flew from 8 to 9 a.m.
- f. 17 August. A formation of IL-10s flew over the field at 11:33 a.m. in the following formation:

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flying discipline was very good. The planes landed

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- g. 18 August. After 6:30 a.m. IL-10s [ ] flew over the field.

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6. About 10 a.m. on 7 August, 11-10s practiced formation flying in squadron strength at the field. About 11 a.m. on 8 August, there was no flying because of hazy weather. It appeared that the aircraft [redacted] [redacted] previously observed on the southern edge of the field, had left.
7. About 8 a.m. on 9 August, only biplanes were seen in front of the hangars. About 45 11-10s [redacted]

the northern edge of the installation. [redacted] were parked at

An additional

15 IL-10s were parked on the southern edge of the field.

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- 3 -

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8. At 5 p.m. on 15 August, 25 IL-10s [ ] were observed on the southern edge of the field. Another 30 to 40 aircraft were parked on the northern edge. Truck [ ] left the field. 50X1-HUM
9. At 5:30 p.m. on 17 August, 35 to 40 IL-10s [ ] were observed parked on the northern edge of the field. Three twin-engine transports were seen landing. 50X1-HUM
10. By 22 August, the recently arrived air units had left the field. Only the aircraft of the old units [ ] were parked at the southern edge of the field. Motor vehicle [ ] was identified. 50X1-HUM
11. The following aircraft were observed at Staaken airfield during the period from 10 to 15 August: 50X1-HUM
- 32 ground attack planes [ ] They were parked in front of the hangars. [ ] 50X1-HUM
  - 15 ground attack planes [ ] were parked in front of the airfield billeting area. 50X1-HUM
  - 19 ground attack planes parked in front of the filling station and [ ] 50X1-HUM
  - 6 ground attack planes [ ] were in front of the airfield guardhouse. 50X1-HUM
  - 3 transports were on the southeastern corner of the field and 2 single-engine high-wing monoplanes and 3 biplanes were at the northeastern corner. Trucks [ ] in addition to tank trucks [ ] were observed at the field. 50X1-HUM
12. From 5:45 to 10:10 p.m. on 20 August, there was intensive flying by ground attack aircraft at the field at 5/10 degrees of cloudiness at 1,500 meters and with a visibility of 10 to 15 km. On 21 August, all the ground attack aircraft stationed at the field, [ ] left during the night. A [ ] transport plane, fitted with five windows [ ] landed at 7:30 p.m. Two reconnaissance planes practiced night flying. 50X1-HUM
13. On 21 August, two large and two small railroad tank cars were seen on the spur track in the field near the hydrogen plant. Their contents were probably emptied into the underground fuel containers. At 5:30 p.m. on 22 August, 28 ground attack aircraft [ ] were parked in front of the hangars at the southern edge of the field. Six transports with no windows were seen in the southeastern corner. Three biplanes and two single-engine high-wing monoplanes were in the northeastern corner of the field. Truck [ ] loaded with boxes was observed near the transports. Truck [ ] entered the field. 50X1-HUM

Comments.

- (1) During the period from 21 July to 21 August, Staaken airfield was temporarily occupied by two ground attack regiments. [ ] it is inferred that one of these regiments came from Doeberitz. The other ground attack regiment is permanently stationed at Staaken. The return of the one regiment to Doeberitz on 21 August 1951 is confirmed. 50X1-HUM
- (2) For location of radio installation, an Adcock DE [ ] 50X1-HUM
- (3) The ground attack aircraft [ ] belong to the ground attack regiment in Reinsdorf. They were temporarily stationed in Staaken. 50X1-HUM
- (4) The aircraft IL-2 transports and belong to an air transport regiment in Staaken. 50X1-HUM

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